

# **Accelerating Infrastructure Investments for Economic Growth**

## **Strategic Transportation Investments**



# Release on May 14th

- Data for 3100 projects
- 1800 Highway Projects
- 1300 Non-Highway Projects

**\*\* Important required next step in  
transparent process of implementing STI**



# What the Initial Data Show

STI law is working as intended to better connect small towns to economic centers, expand economic opportunities, and ultimately create more jobs

- Pending Local Input: 280 Division & Regional level projects could be programmed over the next 10 years, addressing greatest needs in those areas
- 91 Statewide highway and aviation projects, addressing issues like congestion to make it easier to access jobs, healthcare, education and move products



# What the Initial Data Show

- Per Capita spending shows investment in rural and urban areas across the state
- 371 total possible projects underway over next 10 years, an increase from 175 anticipated under the old formula
- With an additional 108 major Transition Projects, active construction will continue statewide over the next 10 years

**\*\* Highlights NCDOT's need for additional funding to complete all necessary projects The total estimated cost of all projects in the database is \$70 Billion.**



# Schedule Moving Forward

**Jun. 2<sup>nd</sup> - Aug. 29<sup>th</sup>**

**Public feedback, rankings  
from planning organizations**

**Dec. 2014**

**Draft of State Transportation  
Improvement Program (STIP)  
circulated for public comment**

**End of June 2015**

**Final STIP Approved**



# Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 25% Congestion = 25% Safety = 10% <u>Accessibility/Connectivity = 10%</u> <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	[Travel Time] Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>

Note: Div. 1, 2, 3, & 4 have agreed to use different criteria for Regional Impact and Division Needs projects.

# Division 1 and 4

## Highway Alternate Criteria

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% <u>Shoulder Width = 10%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% <u>Shoulder Width = 10%</u> <b>Total = 50%</b>	25%	25%

# Division 2 and 3

## Highway Alternate Criteria

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal (&amp; Freight + Military) = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 20% Safety = 25% <u>Multimodal (&amp; Freight + Military) = 25%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	Congestion = 20% Safety = 20% <u>Multimodal (&amp; Freight + Military) = 10%</u> <b>Total = 50%</b>	25%	25%